

(e) Approved operating procedures or conventional operating practices must be followed when demonstrating compliance with the control force limitations for short term application that are prescribed in paragraph (d) of this section. The airplane must be in trim, or as near to being in trim as practical, in the preceding steady flight condition. For the takeoff condition, the airplane must be trimmed according to the approved operating procedures.

(f) When demonstrating compliance with the control force limitations for long term application that are prescribed in paragraph (d) of this section, the airplane must be in trim, or as near to being in trim as practical.

(g) When maneuvering at a constant airspeed or Mach number (up to V_{FC}/M_{FC}), the stick forces and the gradient

of the stick force versus maneuvering load factor must lie within satisfactory limits. The stick forces must not be so great as to make excessive demands on the pilot's strength when maneuvering the airplane, and must not be so low that the airplane can easily be overstressed inadvertently. Changes of gradient that occur with changes of load factor must not cause undue difficulty in maintaining control of the airplane, and local gradients must not be so low as to result in a danger of overcontrolling.

(h) The maneuvering capabilities in a constant speed coordinated turn at forward center of gravity, as specified in the following table, must be free of stall warning or other characteristics that might interfere with normal maneuvering:

Configuration	Speed	Maneuvering bank angle in a coordinated turn	Thrust/power setting
Takeoff	V_2	30°	Asymmetric WAT-Limited. ¹
Takeoff	$2V_2 + XX$	40°	All-engines-operating climb. ³
En route	V_{FTO}	40°	Asymmetric WAT-Limited. ¹
Landing	V_{REF}	40°	Symmetric for -3° flight path angle.

¹ A combination of weight, altitude, and temperature (WAT) such that the thrust or power setting produces the minimum climb gradient specified in § 25.121 for the flight condition.

² Airspeed approved for all-engines-operating initial climb.

³ That thrust or power setting which, in the event of failure of the critical engine and without any crew action to adjust the thrust or power of the remaining engines, would result in the thrust or power specified for the takeoff condition at V_2 , or any lesser thrust or power setting that is used for all-engines-operating initial climb procedures.

(i) When demonstrating compliance with § 25.143 in icing conditions—

(1) Controllability must be demonstrated with the ice accretion defined in appendix C that is most critical for the particular flight phase;

(2) It must be shown that a push force is required throughout a pushover maneuver down to a zero g load factor, or the lowest load factor obtainable if limited by elevator power or other design characteristic of the flight control system. It must be possible to promptly recover from the maneuver without exceeding a pull control force of 50 pounds; and

(3) Any changes in force that the pilot must apply to the pitch control to maintain speed with increasing sideslip angle must be steadily increasing with no force reversals, unless the change in control force is gradual and easily controllable by the pilot without using exceptional piloting skill, alertness, or strength.

(j) For flight in icing conditions before the ice protection system has been activated and is performing its intended function, it must be demonstrated in flight with the ice accretion defined in appendix C, part II(e) of this part that:

(1) The airplane is controllable in a pull-up maneuver up to 1.5 g load factor; and

(2) There is no pitch control force reversal during a pushover maneuver down to 0.5 g load factor.

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§ 25.145 Longitudinal control.

(a) It must be possible, at any point between the trim speed prescribed in § 25.103(b)(6) and stall identification (as defined in § 25.201(d)), to pitch the nose

downward so that the acceleration to this selected trim speed is prompt with

(1) The airplane trimmed at the trim speed prescribed in § 25.103(b)(6);

(2) The landing gear extended;

(3) The wing flaps (i) retracted and (ii) extended; and

(4) Power (i) off and (ii) at maximum continuous power on the engines.

(b) With the landing gear extended, no change in trim control, or exertion of more than 50 pounds control force (representative of the maximum short term force that can be applied readily by one hand) may be required for the following maneuvers:

(1) With power off, flaps retracted, and the airplane trimmed at $1.3 V_{SR1}$, extend the flaps as rapidly as possible while maintaining the airspeed at approximately 30 percent above the reference stall speed existing at each instant throughout the maneuver.

(2) Repeat paragraph (b)(1) except initially extend the flaps and then retract them as rapidly as possible.

(3) Repeat paragraph (b)(2), except at the go-around power or thrust setting.

(4) With power off, flaps retracted, and the airplane trimmed at $1.3 V_{SR1}$, rapidly set go-around power or thrust while maintaining the same airspeed.

(5) Repeat paragraph (b)(4) except with flaps extended.

(6) With power off, flaps extended, and the airplane trimmed at $1.3 V_{SR1}$, obtain and maintain airspeeds between V_{SW} and either $1.6 V_{SR1}$ or V_{FE} , whichever is lower.

(c) It must be possible, without exceptional piloting skill, to prevent loss of altitude when complete retraction of the high lift devices from any position is begun during steady, straight, level flight at $1.08 V_{SR1}$ for propeller powered airplanes, or $1.13 V_{SR1}$ for turbojet powered airplanes, with—

(1) Simultaneous movement of the power or thrust controls to the go-around power or thrust setting;

(2) The landing gear extended; and

(3) The critical combinations of landing weights and altitudes.

(d) If gated high-lift device control positions are provided, paragraph (c) of this section applies to retractions of the high-lift devices from any position from the maximum landing position to the first gated position, between gated

positions, and from the last gated position to the fully retracted position. The requirements of paragraph (c) of this section also apply to retractions from each approved landing position to the control position(s) associated with the high-lift device configuration(s) used to establish the go-around procedure(s) from that landing position. In addition, the first gated control position from the maximum landing position must correspond with a configuration of the high-lift devices used to establish a go-around procedure from a landing configuration. Each gated control position must require a separate and distinct motion of the control to pass through the gated position and must have features to prevent inadvertent movement of the control through the gated position. It must only be possible to make this separate and distinct motion once the control has reached the gated position.

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§ 25.147 Directional and lateral control.

(a) *Directional control; general.* It must be possible, with the wings level, to yaw into the operative engine and to safely make a reasonably sudden change in heading of up to 15 degrees in the direction of the critical inoperative engine. This must be shown at $1.3 V_{SR1}$ for heading changes up to 15 degrees (except that the heading change at which the rudder pedal force is 150 pounds need not be exceeded), and with—

(1) The critical engine inoperative and its propeller in the minimum drag position;

(2) The power required for level flight at $1.3 V_{SR1}$, but not more than maximum continuous power;

(3) The most unfavorable center of gravity;

(4) Landing gear retracted;

(5) Flaps in the approach position; and

(6) Maximum landing weight.